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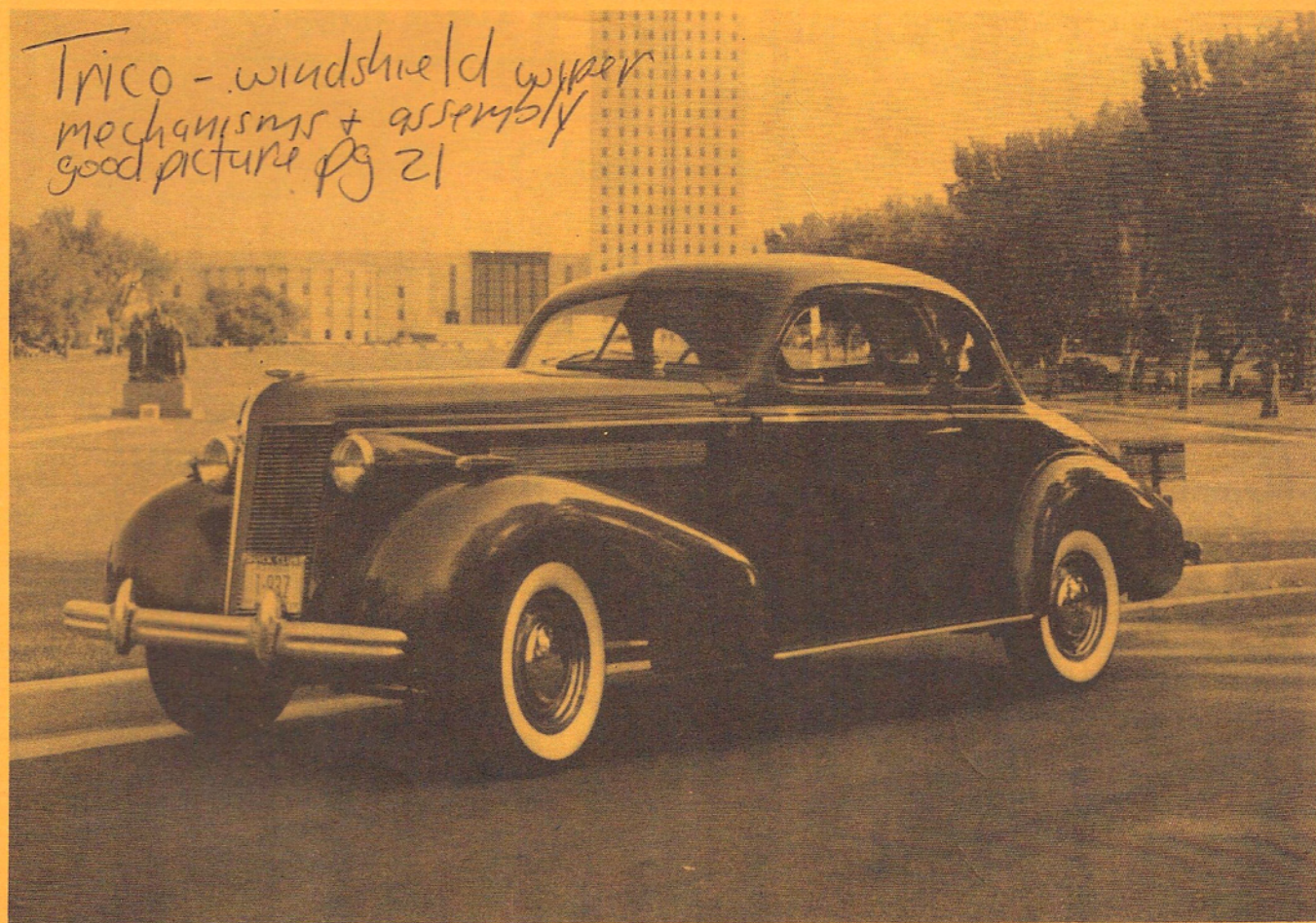
✓✓✓
Carry a spare coil pg 5
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THE TORQUE-TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB • FOUNDED 1980

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Good to have (1) spare generator, voltage regulator etc



THE TORQUE•TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Vol. VIII, No. 2 • October 1989

• William E. Olson, Editor •

• 842 Mission Hills Lane, Columbus, Ohio 43235 •

• Club News •

Autumn is drawing to a close in Ohio, in fact if not by the calendar. It has been an interesting and rewarding summer and fall. Although some work remains to be done, my car is — at least temporarily — back on the road. Our Club Meet was carried off successfully (more about this below), and an overwhelming majority of members have renewed — a greater percentage than ever before.

Although some parts of the U. S. have experienced unusually dry weather, in Ohio and other sections of the East and Midwest rainfall has been considerably above normal. This has caused some problems with car shows — the BCA Great Lakes Regional and the big "Hoosier" show in Indianapolis, for example — but for me anyway, there's been an upside as well. I roll a lot of miles on Ohio highways — probably 25,000 a year just on business and commuting. Last year's hot, dry summer turned everything to dust in the glare of an unceasing brutal sun. This year, along every roadside in rural country, wild flowers bloomed in greater profusion than I can recall ever seeing. It's been fascinating to watch the various species of wild flowers succeed one another, and as I write this in early October the colors are still in full array: yellow goldenrod; violet steeplebush, magenta Joe-Pye weed, plus the red and orange leaves of sumac, poison ivy and numerous other shrubs and vines. (Even poison ivy has its virtues.) By mid-October, the ashes will be red and purple, swamp maples bright red, sugar maples orange, oaks deep mahogany, and hickories brilliant chrome yellow; by the time you read this the show will probably be over, and those of us in the Northern Hemisphere will be thinking about "winter projects."

The novelist Edna Ferber said that in the East the sky is the roof of the earth, but in the Western Plains the earth is the floor of the sky — exactly what I thought on my first travel across South Dakota and Wyoming. Ohio's open spaces are somewhere in between, and probably more like the East, but this year even the sky has been unusually



FOUNDED BY DAVE LEWIS



beautiful, and I've been driven by curiosity to re-learn my ninth-grade General Science about the different types of clouds. My swap meet activities this year wound down with a visit to Fall Carlisle with my "buddies" in the notorious motor home mentioned in Vol. VIII, No. 8. Unlike the Charlotte meet in April, the weather there was with us: from Thursday through Saturday no clouds to ponder; the air was brilliantly clear, and the night sky was magnificent.

CHRISTMAS IS COMING!

Give yourself or your spouse a small (and cheap) gift with big significance. Take advantage of our Super Pre-Christmas Sale of Official Club Logo Items:

Embroidered cloth patches; red, white & blue; approximately 3" x 5"; very nice: \$3.00 each.

Water-transfer decals; red, white & blue; approximately 2" x 3"; also very nice: 2 for \$1.00.

Shipped postpaid in U.S. and Canada, or overseas surface mail; overseas airmail please add \$1.00. Order from Editor.

MAILING LABELS

There is a time lag of a month or so in changing the membership expiration dates on the mailing labels. The labels used for this issue should show the new dates. Please check yours and let me know if you think it is not correct. (A few people, who apparently do not pay close attention to what I write, sent checks even though their memberships did not expire this year. Those people have had their memberships extended for an additional year.)

ROSTER

A new Club Roster should be ready around the first part of January. I still have a few dozen copies of the 1989 Roster. This is of course a bit out of date by now, but still useful. If you do not have the '89 Roster and would like a copy, please let me know.



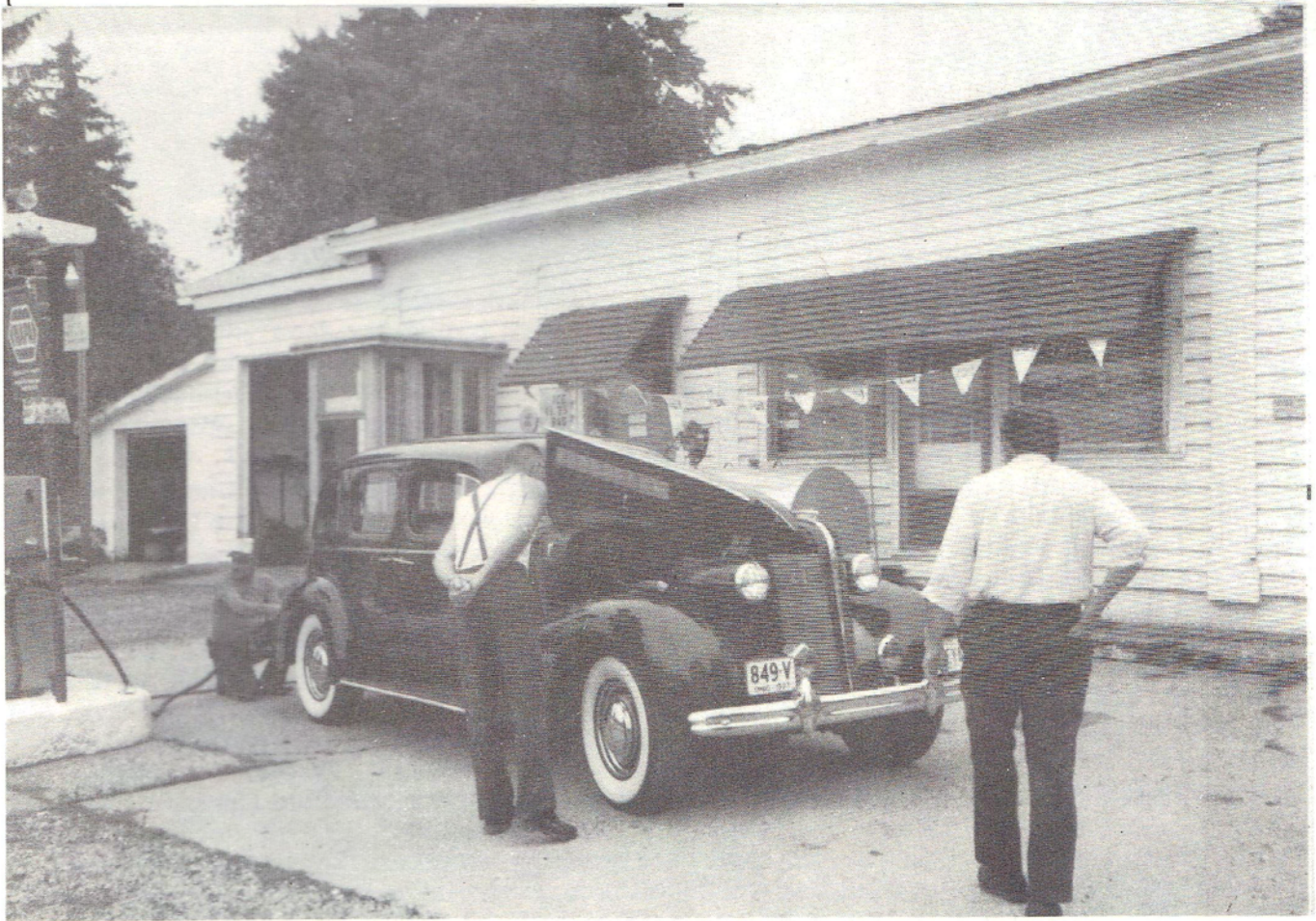


COVER CARS



1937 Special business coupe owned by Dalles Schneider (#7; Bismarck, ND) at the North Dakota Centennial this past summer. In the background is the North Dakota State Capitol, also a 1937 product. (Photo by Dalles Schneider.)

Eight Thirty-Eights. Photo taken at the BCA National by Paul B. Culp, Jr.



On the way back from the BCA Great Lakes Regional Meet in Wheeling, W.Va., your Editor stopped for gas in the village of Fairview, Ohio, just off I-70. Little did I know that I'd find an old-time gas station, complete with humorous signs ("Free Soda Tomorrow" -- unfortunately not visible in the photo), "regular" gas, and authentic good ol' boys. One of the boys pumps gas into the Roadmaster and the other peers at the straight-8, while my friend, master mechanic, and on this day chauffeur, Ed Hunkins, contemplates the scene. (Photo by Mary B. Olson.)

SHOWS & EVENTS



1989 EASTERN CLUB MEET — SEPT. 14-17

Our Club event in Ohio was, by all accounts, a great success, even though fewer people attended than I'd hoped for. Of '37 and '38 Buicks, we could muster only 11; several people, including myself, came in modern cars. It was raining so hard on the afternoon of September 14 that, for several reasons, I made a last-minute decision to leave the '37 Roadmaster at home. Not the least of such reasons was the discovery I made at the BCA Great Lakes Meet that in a hard rain, water leaked into the instrument panel between the glass and the gauges. This had already done some damage to the numerals on the glass, and I did not want any more. Those things are a bear to take apart. (Simultaneously, that rain was turning the big "Hoosier" swap meet in Indianapolis into a sea of confusion and mud.) Instead, I treated everyone to the sight of my ponderous, 455-engined, gas gulping '76 Deuce-and-a-Quarter (Electra 225 Limited), the last of the Giant Cars.

A few people were obliged to drop out at the last minute, beset by various tragedies. Dan McLaughlin (#466), for example, eager finally to arrive at a Buick meet in a Buick (see Vol. VII, No. 6) was brought to a halt somewhere in Michigan by a burned-out generator and forced to retreat. We missed them, of course, but as things turned out the group size was about ideal for the planned activities. Jeff Morris (#108) had electrical troubles on the way up from Columbus, and was ready to blame the new voltage regulator he'd just installed in his '38 Special. In his most successful auto-trouble diagnosis of the year, your Editor ventured to suggest that the symptoms sounded more like corroded battery terminals. I produced from the Deuce-and-a-Quarter my handy-dandy tool box, to which I'd thoughtfully added steel wool and a small brass wire brush. Sure enough, inspection of Jeff's battery revealed lots of that white powdery stuff. After the gunk was cleaned away, the car started and ran with no more trouble. The lesson, according to Jeff:

"The most obvious problems are usually the most difficult to detect, especially when you are looking for a much more complicated and technically sophisticated challenge. Keeping your battery terminals clean sure makes things run a lot better."

Every electrical trouble-shooting review starts with bad battery connections. The natural tendency is to think "Aw, it can't be that" — after all, your terminals couldn't be, wouldn't dare to be, corroded — but I learned the hard way that dirty connections are the root of much evil. So far as I know, our only other mishap involved Paul Culp's coil, which burned out just after he started for home on Sunday. Fortunately, Paul was able to obtain a six-volt coil from a local farmer, but it cost him dearly. The lesson of this is, of course, that it doesn't hurt to carry a spare coil.

The weather was not great, but could have been worse. After Thursday evening, the rain was restricted to an occasional light drizzle, although the sky remained overcast until — you guessed it — Sunday morning around 11 o'clock. Friday morning, only about a third of the participants were on hand for our visit to Kingwood in Mansfield, Ohio. Kingwood was once the "country" estate of the president of Ohio Brass Company and is now a public park with some 45 acres of woods, gardens and greenhouses. I've never met a person, however indifferent to gardens, who didn't like this place, and those who were able to arrive by Friday morning had an enjoyable time exploring the house and grounds.

After lunch on Friday, I led a small convoy of '37's and '38's to Mohican Lodge. Once off U.S. 30, our route took us through rolling country, and the road (Ohio Route 603) runs through pastures and woodlots, and over a series of hills and valleys, no cuts and fills having been attempted by its builders. As I descended into each valley, I could see in my mirror the Buicks following me appear over the crest of the hill, one after another, and descend behind me. As I topped the next hill, the Buicks would disappear again briefly, then reappear. This was repeated several times before we reached our destination. Friends, that was a wonderful and thrilling sight, and I can still see it clearly in my mind. I only wish that: (a) there'd been more Buicks; and (b) I'd somehow contrived to get it all on video tape.

Friday night we were treated to an excellent photography demonstration by Paul Culp. This turned out to be a subject at least mildly interesting to almost everyone, including the ladies, and Paul approached the assignment with his usual dedication and vigor.

Saturday morning found us at Malabar Farm, once the home of Louis Bromfield, a popular novelist of the 1930's and 40's. The main house, among other things the site of the marriage of Humphrey Bogart and Lauren Bacall in 1946, is furnished and decorated in the style of the late 1930's — early 1940's — apt enough for late 30's car buffs. Unlike many other "historic" houses, it has a "homey" atmosphere, as though the occupants were still living there. Although I had not asked for it in advance, we were given a special unscheduled tour of the house by an entertaining and informative guide. Everyone loved it.

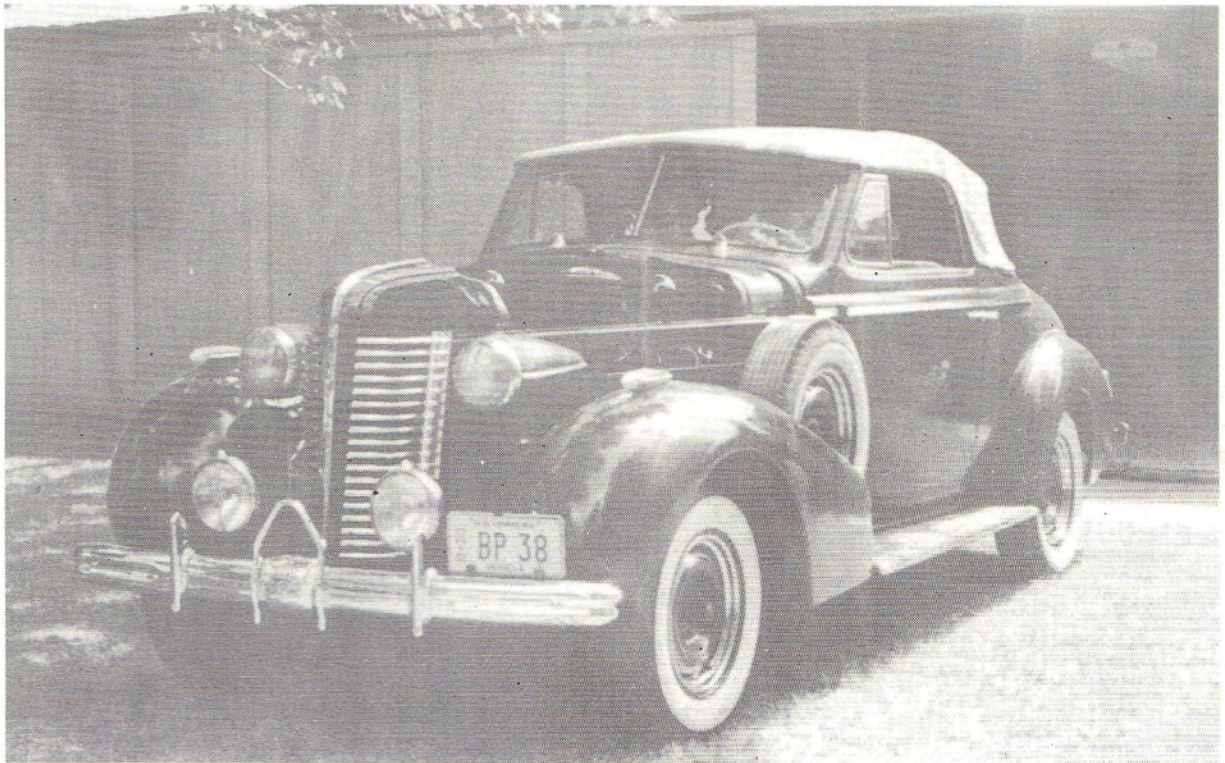
The scheduled events concluded Saturday evening with an informal, finger-dirtyin', ribs-and-chicken "barbeque" dinner. This was supposed to be outdoors, but was moved to the Lodge's banquet room because of chilly weather. It was fun nevertheless, and the food was great.

Following dinner, the Club presented a special award to Paul Culp in recognition of his great contributions to this publication. This was a framed picture, one of a series by a specialist in automotive art, showing a 1930's Sunoco station with a '38 Buick and a '36 Ford at the pumps. (One of the Editor's more inspired gift choices; I just happened



Eastern Club Meet photos taken by Jeff Morris (#108) at Malabar Farm show a stunning array of fine vehicles, as well as a couple of others that snuck in.





1938 Special convertible coupe owned by Lou Wildt (#245) of Cincinnati, Ohio, in the final stages of completion. Lou drove the car to the Eastern Club Meet in September, even though it was not quite finished. (He did put the hood on first.)

by chance to see it in the window of a little picture shop.) Paul attempted to decline this, but was rebuffed by a Certificate of Appreciation I had cleverly pasted to the back.

Those attending were (in no particular order): Lawrence (#653); Bieber (#431); Cornwell (#293); Schlueter (#95); Fawcett (#242); Harder (#695); Huffman (#623); Dickman (#765); Anderson (#47); Hoffman (#546); Mattei (#700); Rhynard (#327); Chuppa (#196); Culp (#508); Shipman (#617); Natale (#188); Morris (#108); McConnell (#484); Wildt (#245); Dozier (#561); Olson (#427). I have omitted first names here because, to tell the truth, I neglected to write down, and have now forgotten, the names of some of the spouses. Sorry, ladies; next time we will do better. And now...

HOW ABOUT NEXT YEAR?

There is no reason why we ought not to, and cannot, have at least two Club events every year, and maybe more. (At this writing, I don't yet have a report on the West Coast Meet organized by Bill and Karren Schaeffer, but have heard that it came off well.) Having done the BCA Great Lakes Meet in 1988 and our Eastern Meet in 1989, I am temporarily burned out of planning and organizing car events, and I expect the Schaeffers are too. The torches are ready to be passed to new runners.

VOLUNTEERS ARE NEEDED TO ORGANIZE 1990'S EVENTS

Planning should start now. These things cannot be put together successfully on a few months' notice. The Schaeffers and I are ready to provide counsel, but someone else should do the work.

We could do California again, or Oregon. in the East there are good locations in Indiana, Ohio, Michigan, New York, Pennsylvania, and others I haven't thought of. Almost everyone who attended the '87 and '89 Eastern Meets says they were the best car events ever. The tradition should continue.

COPING WITH ADVERSITY

BY DAN McLAUGHLIN (466) ~ ROGERS CITY, MICHIGAN

I REALLY DID TRY TO GET TO THE 1937-1938 MEET

I was up early Thursday morning, 2:30 to be exact. The car started with no trouble and I was under way. Everything was going well--no traffic--nice full moon overhead, and I was near Pinconning when, checking the ammeter, I discovered that it was on full discharge. I turned off the lights and with the same result. Checking under the hood and I could see nothing out of whack--fan belt good, all wiring apparently intact. I tapped the voltage regulator and still no change. Well, I am quite ready to admit that I am no mechanic and I surely did want to make Mansfield with a minimum delay so what was I to do? It so happens that Pinconning is not far from the location of a restorer who is working on my Packard (yes, I said it, and you guys in the peanut gallery pipe down.) I thought, surely he was the best bet to put me back on the road with a minimum delay.

By this time it was nearly 7:00a.m. I knocked on Joe's door--several times, in fact. He finally came staggering into view with nearly closed eyes and an incredulous look on his face. He was really quite decent about it when I explained my predicament. After breakfast, the morning news, and some tall tales about old car adventures we moved to the Buick. Joe's tests indicated generator failure and out it came. Further examination revealed that the armature was

in bad shape and the brushes were gone. Joe turned the armature and made a few adjustments and reinstalled it in the car--still no charge.

At this time I gave up on the meet. Chances of getting there and back without extraordinary good fortune just didn't seem to be in the cards, so I decided to head for home. Joe suggested that I stop from time to time and get the battery re-charged. This did seem a bit desperate but I saw no alternative--so off I went.

At first, everything ran well and I was becoming a bit more cheerful. The gas was getting low so I decided to stop at Rose City for a re-fill. I was about five miles south of town when the ol' gal began to falter; then she quit. I got out my thumb but to no avail. A half mile walk brought me to a bait shop but his phone was out. After several tries on the phone we decided that it just wasn't going to work. A customer took pity on me and drove me to a garage where I was able to hire a tow truck. We picked up the car and hauled it to the garage and put the charger on. The battery was low! The mechanic wanted to see how the car acted and with no juice he was unable to do so. In due time, the battery did come up to par and the generator was diagnosed as faulty! Well, I

EDITOR'S NOTE: Elsewhere herein, in my report on the 1989 Eastern Club Meet, it was noted that Dan McLaughlin (#466) was one of the unintended drop-outs. Here is Dan's story of how he almost made it. It may be that the real source of his trouble was getting up too early in the morning. I'm not sure I could roll out at 2:30 AM for anything. Dan deserves three cheers for a valiant effort. Next year for sure, Dan.

had known that from the beginning but mechanics like to see for themselves. At the garage they had no way to repair the generator but suggested an auto electric shop at West Branch. I checked with the shop only to find that the owner (a one-man operation) had taken off for the day to visit the doctor. There was nothing to do but to stay over and take the generator in the next day and that's what I did.

Sam, the generator man, put the defective generator on his testing equipment and found no output--I knew that already! Suddenly, there was an audible "click" and it started to work! Sam pulled it apart and found that the armature was shot--no news there. In spite of what I had been told, Sam wasn't able to re-wind it. He would have to rely on his source in Chicago. If they had one in stock it would take three days and if they had to re-wind mine it would be ten days to two weeks! Well, I didn't want to take up residence in Rose City so I inquired what my chances might be if I used the generator as it now was--seeing that it was now charging.

"Well," Sam said, "you might go six miles or six thousand. You'd be taking a chance--and it's up to you. But regardless of what you decide to do the armature will have to be re-wound or replaced and the sooner the better."

I had the generator re-installed, it

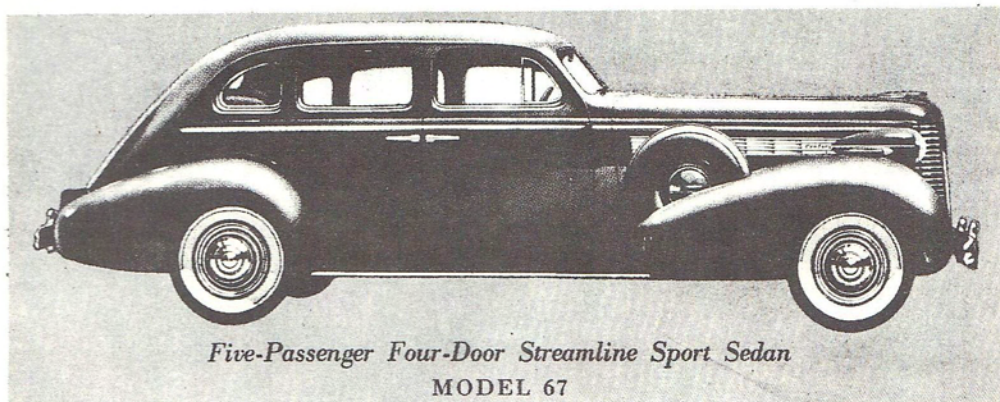
charged beautifully, and I headed for home and arrived with no further difficulty. If it could have worked as well Thursday I believe I would have gone to Mansfield but by this time it was too late.

After my arrival home I removed the generator and took it to the auto electric shop in Alpena. Van said there should be no trouble repairing it and I could pick it up the next day. Something told me, however, to check before going after it so I phoned. When I asked Van if it was ready Van said that he needed a part and it hadn't come in. Indeed, it hasn't come in even yet.

So . . . that's what happened to me.

What happened to all those other guys-- who knows? Although I wasn't there I'm sure that those that were had a great time in spite of the weather. I must say that I very much appreciate the work that our worthy editor put into making this event possible. "So give three cheers and three cheers more" for our worthy leader.

In spite of the difficulties one encounters with such get-togethers I feel they are very worthwhile and should be continued. Bill has enough on his plate and some of the rest of us should jump into the breach and set up a meet for next year. I'm looking forward to it.



Five-Passenger Four-Door Streamline Sport Sedan
MODEL 67

A Visit with Derek Brown

STORY & PHOTOS BY JEFF MORRIS (#108) — COLUMBUS, OHIO

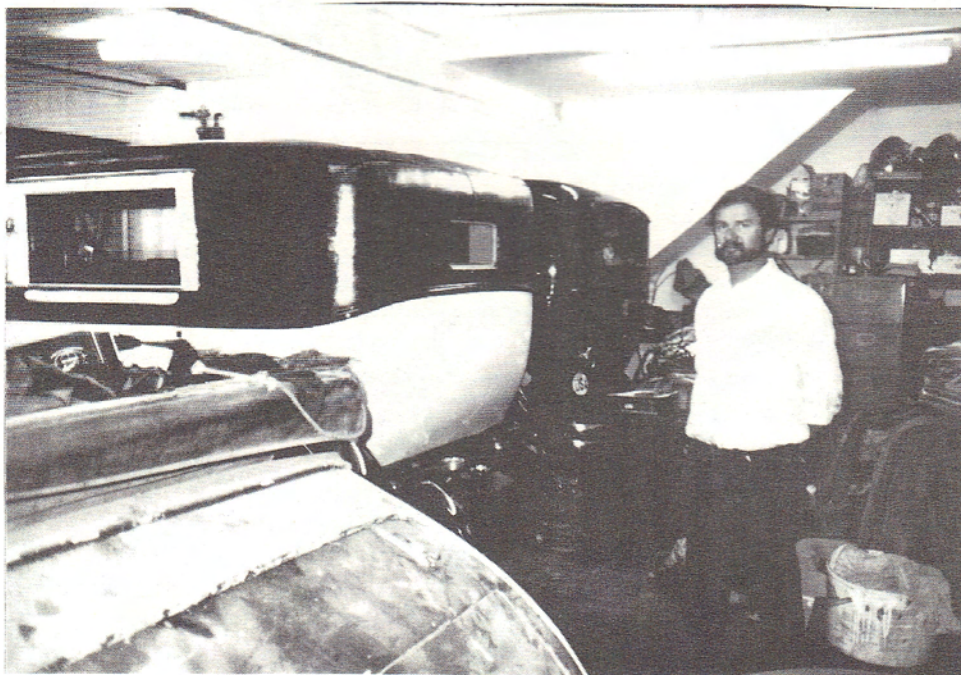
During a trip to London, England in June of this year, I was fortunate to be able to arrange a meeting with fellow member Derek Brown (#621).

He came to collect me one evening and we scurried down to Battersea Park to observe the regularly scheduled "cruise-in." He assured me that there would be many "fin-mobiles" (late fifties American cars with fins). Indeed there were. They, and us, and every other motor-head in London, plus many curious bystanders, watched as we sat bumper to bumper and edged our way around the park, over the Albert Bridge, along the River Thames and across another bridge.

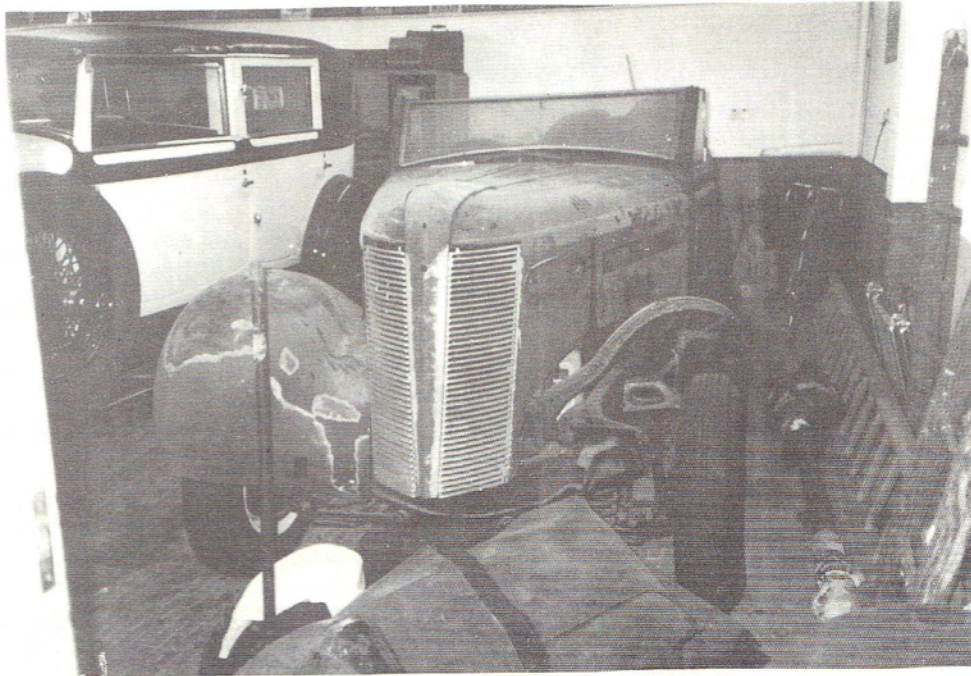
We repeated this slow, smoggy circling pattern until we had our fill of finmobiles, English hot rods, and loose gravel, with which the authorities had covered these roads to discourage wheelies and wild wheel spinning, an activity which usually accompanies such affairs.

After the cruise-in we headed off to a wonderful meal at an area Indian restaurant. This fine repast was followed by a trip to Derek's home to have a look at his old iron and to spend some time talking serious car parts.

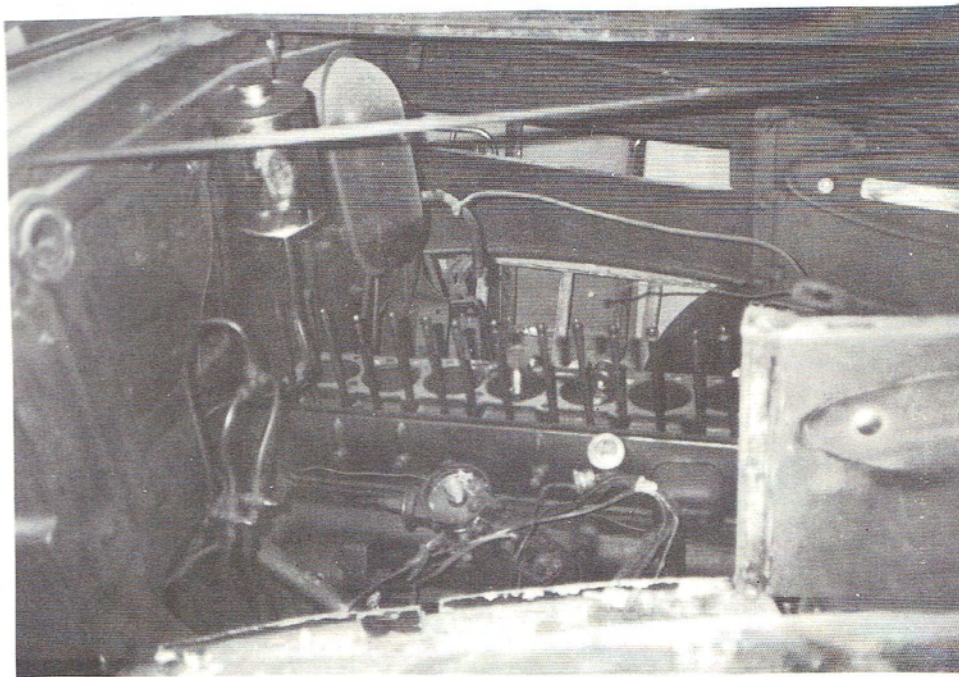
Derek has three fine autos: a 1929 Lincoln, 1929 Hispano-Suiza, and a 1937 Buick 4-door Drophead (convertible). The Lincoln was originally an invalid car and is equipped with a rear door; however he has converted the rear seat area to standard rear seat use. The Hispano-Suiza is also a fine specimen, and after hearing about its extensive restoration, it is hard to believe that it started out as the same car that you see now.



Derek Brown in his London garage with work-in-progress '37 Buick and completed '29 Hissos and '29 Lincoln town sedans.



The Buick ragtop is in need of a bit more work, and Derek informed me that he would probably finish the Buick after he has retired.... He has managed to complete much work in the meantime though, and is looking for an assortment of parts, as we all are. He has what I would consider more than your standard challenge when it comes to locating spares. Only one or two of this particular model were built, and as there is only a handful of 37-38 Buick nuts in all of Great Britain, some improvisation and making up of parts will doubtless be necessary.

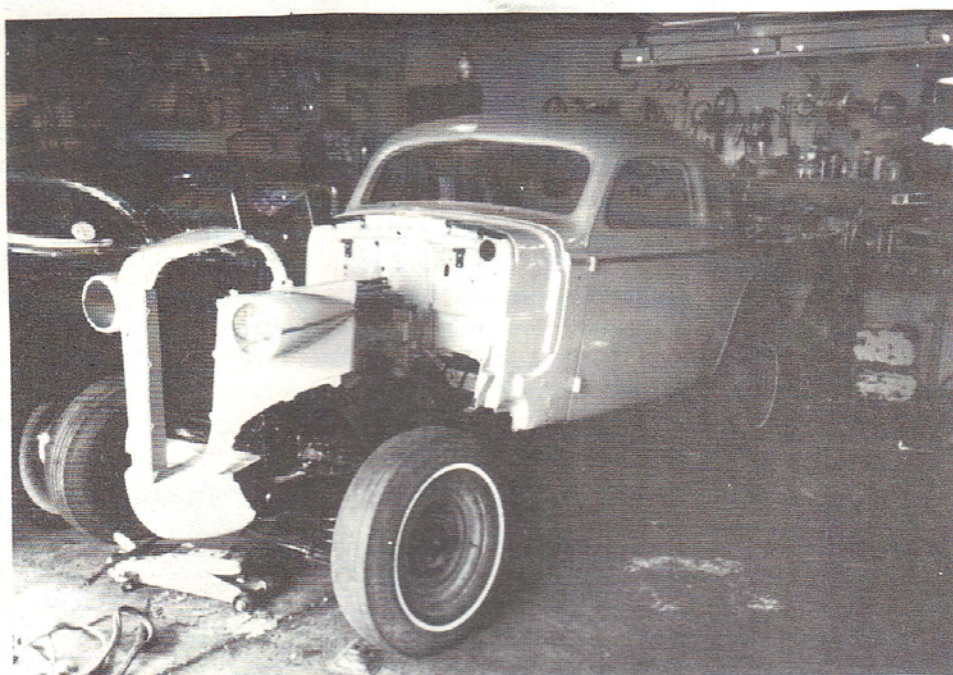


Engine compartment of the Brown Buick shows curious non-authentic containers appended to the firewall.

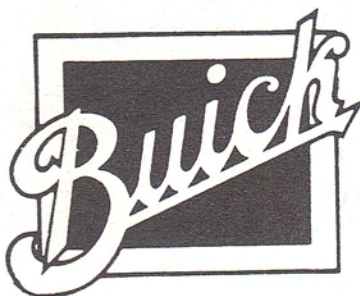
The chassis-cowl was imported, and the aluminum body was hand-crafted by an English company. According to Derek, this shop had two chaps who started at the front of the car and worked their way back, each taking a side, and not bothering to talk to each other until they reached the back end. Needless to say, each side of the car is unique in its own way.

As it turns out, I happen to have some parts that Derek can use, and hope to get them to him sometime before his retirement.

Derek did have a more immediate need concerning a friend of his in Ireland who has a car similar to his. His friend needed a torque ball with housing etc., since his was damaged and not usable. So, when I returned, I sent it off to Derek to forward to his friend in Ireland. I hope it works out for him!



The Morris garage in Ohio showing work-in-progress '38 Special coupe with red '58 in the background.



UP WHERE WE HARDLY BELONG

ON its size and price-class, Buick is a car you'd expect to occupy about seventh or eighth place in volume in the industry.

In fact, two years ago that's where it was—Number Seven car in total of 1936 registrations.

Surprising then is the place Buick has been holding as this is written. For the year 1937, Buick upped to sixth best seller—for the last two months of that year it actually rated third and fourth respectively.

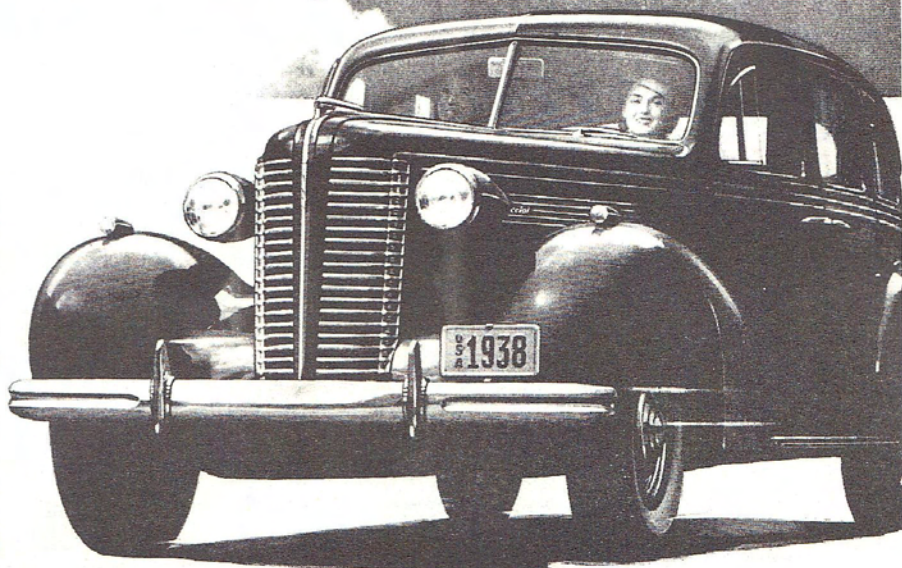
This 1938 Buick was destined to go places from the beginning. It really had something, new and big, in its DYNAFLASH engine and in its marvelous BuiCoil TORQUE-FREE SPRINGING.

But you'd hardly expect it to displace one of the Big Three of the lowest-priced field—even for a single month!

Nevertheless, that's what Buick did, and no magic accounts for it—though one single word goes far towards explanation.

This car has *value*. It gives more of what folks want, and for less money. Less money, truth is, than is asked for some sixes.

Confronted with that plain fact, buyers bought. Bought in a time when little buying was being done. Bought because they found this Buick a car *too good to do without!*



Will Buick continue thus elbowing the big volume sellers of the low-priced field?

Maybe that's a lot to hope for. After all, many more people can spend around seven hundred dollars for a car than can spend around a thousand or so.

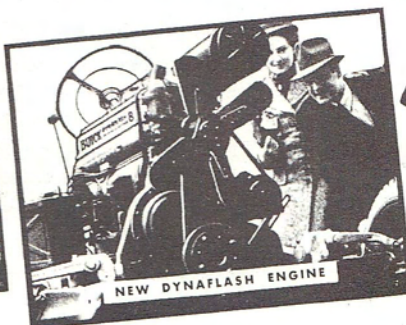
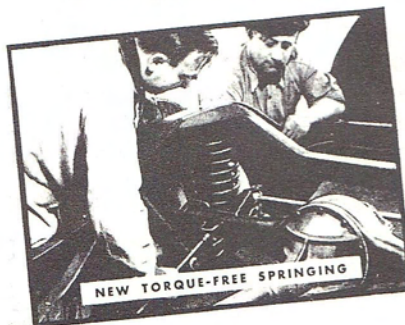
Whether it does or not, that doesn't change the current record or its lesson: Buick has been selling when others weren't—selling by force of greater merit!

Why not look into that merit? We think *you'll* also find Buick a car too good to do without!

BUYER'S DIGEST OF THE 1938 BUICK

★ NEW DYNAFLASH VALVE-IN-HEAD STRAIGHT-EIGHT ENGINE ★ NEW TORQUE-FREE SPRINGING
★ TORQUE-TUBE DRIVE IN SEALED CHASSIS ★ NEW QUIET ZONE BODY MOUNTING ★ ANOLITE PISTONS ★ AEROBAT CARBURETOR ★ NEW
BULL'S-EYE STEERING ★ TIPTOE HYDRAULIC BRAKES ★ KNEE-ACTION FRONT SPRINGING
★ UNISTEEL BODY BY FISHER ★ BUILT-IN DEFROSTER CONNECTIONS ★ AUTOMATIC TRANSMISSION OPTIONAL ON SERIES 40

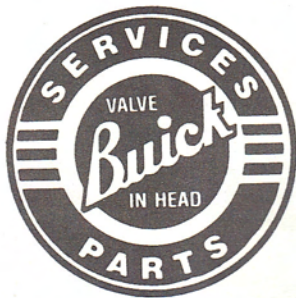
NO OTHER CAR IN THE WORLD HAS ALL THESE FEATURES



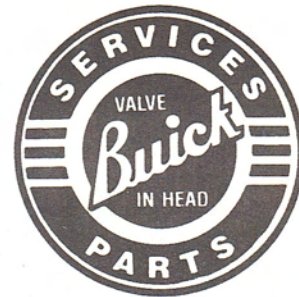
**"BETTER
BUY BUICK!"**

WHEN
BETTER AUTOMOBILES
ARE BUILT BUICK
WILL BUILD THEM

A GENERAL MOTORS VALUE



TECHNICAL TIPS



DASH PANELS AND GARNISH MOLDINGS

Reprinted below is an excerpt (pages 109-111) from the 1939-1940 Fisher Body Service Manual, sent in by Dan McLaughlin (#466). This discusses the methods used in the factory production of dash panels and garnish moldings, and suggested methods of repairing them. The excerpt is interesting in that it tends to confirm some conclusions we reached, more or less tentatively, when we studied the subject of "woodgrains" and other interior finishes a few years ago. (See Vol. III, No. 9; Vol. IV, Nos. 2, 5, and 8).

INFORMATION ON INSTRUMENT PANEL TRANSFERS

In mentioning Di-Noc and Decalcomania Transfers and their application to finishing panels on the inside of the body, there are on the market, four (4) types of transfers that should be understood by the body service man who does body refinishing work.

1. Transfer Rolls: A design, or grain, may be applied to the ground coat of the lacquered panel (before or after it is formed) by means of an inked rubber roll which transfers the inked markings or grainings on the roll to the panel. Over this inked graining a coat of clear or tinted lacquer is applied for protection against wear. This type of transfer is not practical for service repair use.
2. Di-Noc Production Transfer: This transfer is used in body production and is applied on sheets of metal after the ground color is applied to the sheet. It is simply a designed graining that is transferred from its paper foundation onto the fresh tacky, colored lacquer that has been previously prepared. The sheet metal, after the transfer has been applied, is then stamped or pressed between dies to form an instrument panel, glove box door, garnish molding or any other formed panel. This type of transfer is not to be used for service repair.
3. Decalcomania Transfers (Flat Transfers): This is a sheet of paper onto which the transfer is cemented in the form of a film, usually opaque, having a ground color on one side of the film and a design or grain on the other. Transfers of this type are applied to the metal panels after the panels have been formed and painted and are especially used on the instrument panels of bodies in which the instrument panel is part of the front end assembly. (Chevrolet, Olds "60" and Pontiac Quality.)
4. Di-Noc "Z" Transfers (Flat Transfers): This is a transfer similar in nature to the one described immediately above and is the transfer usually recommended for service repair. These two "flat" transfers are purchasable in the form of a paper sheet onto which a colored transfer film is attached but which separates itself from the paper when soaked in water. By using

Di-Noc transfer solution according to directions, this transfer film adheres to the panel and the paper backing is carefully removed.

"Flat" Transfers have the ground color and design made into the film transfer. Other transfers have simply the design, but no ground color in them.

REPAIRING A DAMAGED TRANSFER SURFACE FINISH ON THE INSTRUMENT PANEL OR ITS INSERTS

If the damaged spot on the transfer is a mere scratch it may be repaired by touching it in with a pencil hair brush with lacquer colored to match the grain, taking care to clean the surface of all polish first, and mark the darker lines in the same direction as the graining.

Begin with slightly colored, clear lacquer and gradually darken it until it matches, allowing time for drying between touches. After it is matched, give it a mist coat of clear lacquer and let dry. Sand lightly and compound it, then, if it is not good enough in match, repeat the touching operation again until it does match.

When the mar is too large or too deep for this remedy an installation of a new panel or a new transfer may be necessary. If a new transfer installation is decided on, get the correct transfer and have the Di-Noc Transfer cement mixed ready for the job before beginning, (40% cement — 60% water) or if this mixture dries too fast or is too tacky for transfer installation, reduce to 20% cement and 80% water.

When ordering a transfer from the Di-Noc Company, always give a description of the part as well as a true and complete description of the body and car on which it is to be used, and ask for a "flat" transfer. This means that it will have the ground color on the back and is the only type used in service, as it is not practical to use the one used in production for service.

The service repair transfer should be applied over the entire panel, or at least, large enough to reach to a breaking off section so as not to show a noticeable break. On Cadillac, LaSalle, Buick and the large six and eight of Oldsmobile and Pontiac bodies, the instrument panel is removable and as the instruments all should be removed before

a complete transfer is to be re-applied it is usually more economical to replace the panel than to replace the transfer. But on the smaller car style bodies where the instrument panel is integral with the car and cannot be removed, touch-up repair, a new transfer, or a solid color paint is the only remedy.

The transfers required are as follows:

1938

Car used on:	Fisher No.	Di-Noc No.	Name of Color
Pontiac-Six	N206	R-1383-C-382	Blistered Hardwood
Pontiac-Eight	N220	S-1455-C-7476	Queensland
Olds-Six & Eight	N216	S-1212-C-447	Flat Trans.
Buick 40-	N207	R-1212-C-342	Butt Walnut
46-48-49	N209	1366-C-378	Chevron
had three	N210		Straight Walnut Grain
types	N221		Grain overtone to make darker

1939

Chev. (Mstr. Dlx.)	N244	Z3503	Pollard Oak
Pontiac (All)	N231	Z3504	Quartered Walnut Red-Brown
Olds-60	N248	Z3510	Crotch Mahogany
Olds-70 & 80	N228	Z3502	Crotch Mahogany Red-Brown
Buick (All)	N225	Z3501	French Burn Walnut Mahogany
LaSalle	N235	Z3505	Ribbon Walnut
Cadillac 60-S-61	N237	Z3506	Ribbon Walnut

1940

Chev. Spec. Dlx. & Mstr. Dlx.	N258	Z3514	Satinwood Grain
Pontiac (All)	N259	Z3515	Butt Walnut-Light Brown
Olds-Upper (All)	N261	Z3516	Faux Satin-Gray
Olds-Lower (All)	N262	Z3518	Ribbon Walnut-Brown
Buick-40-50-60-70 Series	N260	Z3517	Teakwood Gray
Buick-80-90 Series	N264	Z3519	Teakwood Brown
Cadillac-72-75 Series	N271	Z3523	French Burl Walnut-Dark

HOW TO APPLY DI-NOC "Z" TYPE (FLAT) TRANSFER

1. Featheredge the damaged transfer and clean the surface of instrument panel thoroughly.
2. Dip transfer in clear water for at least three seconds.
3. Immediately submerge transfer completely in transfer solution. NOTE: Transfer solution is made up of 40% Di-Noc transfer cement No. 1169 (F.S. No. 1017) and 60% water. Many prefer a 20-80 mixture instead of a 40-60. Di-Noc cement is available through the Di-Noc Mfg. Company, 1700 London Road, Cleveland, Ohio.
4. Apply transfer to panel, smooth as much as possible, and remove paper backing.
5. Using rubber squeegee, smooth out transfer to remove all wrinkles and air bubbles. If an air bubble remains, prick it with a needle.

There were three methods of applying woodgrains or other patterns in factory production. The inked rubber roller (No. 1, "Transfer Rolls" in the Manual) may or may not have been used in '37 and '38 Buick production. It appears to be the method used in refinishing panels and moldings by Bennie Estes in Florida, who came into possession of a number of the rollers, or recreated them. The "Di-Noc Production Transfer" (No. 2) was probably used in making most '37 and '38 panels and moldings. The technique of applying the transfer to the painted metal sheet and then forming the metal into the

6. Wipe transfer dry and allow to air dry for one hour.
7. Spray one coat of clear lacquer to transfer and air dry for thirty (30) minutes in a warm room.
8. Sandpaper transfer lightly with No. 400 grit paper and polish with body polishing compound.

The finish of the garnish moldings on most bodies is not a Decalcomania or Di-Noc flat transfer as is used on the removable instrument panel. It is a printed effect on a light colored base or ground coat, put on by means of a soft rubber printing or graining roll, and later a protecting coat of transparent lacquer is added.

When this printed design wears off or becomes damaged otherwise, it is necessary to either repair the damaged portion or replace the garnish molding. The repair is not very complicated and with a little practice any painter can do a satisfactory job.

When the worn spot is through to the metal a coat of metal primer is necessary first, then a coat of ground color to match the one used originally, usually an ocher or tan color.

If the design is a straight or swirl grain use a pencil hair brush or a striping brush to fill in the design similar to the original. If it is a burl swirl, it may be imitated by using a dabbing pad of cheesecloth dipped in the dark graining color and dabbed on lightly and swirled to match. If at first it does not match, clean it off and dab it on again and again until it does match.

One method used to refinish a garnish molding, on used cars, is to clean the molding and give it a ground color, then wrap a single thickness of loose gauzy cheesecloth around the molding and spray a coat of colored lacquer over the cheesecloth. When the cloth is removed a mottled effect is effected that does not look bad. The graining color is usually asphaltum or burnt umber, either in lacquer or Japan, to make it dry readily.

After the design is dried, a coat of transparent lacquer either perfectly clear or tinted as required is applied, then dried and rubbed lightly into either a satin finish with No. 400 sandpaper or polished with rubbing compound.

There is not an easy or quick method in doing this repair, but practice will make the workman more perfect and eventually he will have no trouble matching these spots.

desired shape is mentioned in Dealer Service Bulletins and other literature. "Decalcomania Transfers (Flat Transfers)" (No. 3) were probably used on the two raised portions of '37 80 and 90 series dash panels, which are welded in place and not removable.

"Di-Noc 'Z' Transfers" (No. 4) were a variation of the technique described in No. 3. My impression is that "Di-Noc" products are still used to make the "fake wood" panels on station wagons and perhaps on interiors as well. The use of Di-Noc transfers has from time to time been suggested as a means of refinishing woodgrained panels, but I know of no one who has done this successfully, nor do I have any knowledge of modern Di-Noc products. Perhaps some member has more information about this.

Perhaps the most interesting and useful aspect of this excerpt is its confirmation, under the heading "Repairing a Damaged Transfer Surface..." of our previous conclusion that three different dash panel treatments were used on 1938 60, 80 and 90 series cars: two "straight" grain patterns, a lighter and a darker which we tentatively called "walnut" and "mahogany"; and the unusual "chevron" pattern, of which only a few originals still exist. (See Vol. IV, No. 5.)

Also interesting is the technique suggested for refinishing panels using cheesecloth, and the Manual's injunction to the harried workman: "...dab it on again and again". Perhaps the larger body-work shops had "dabbers" in those days as well as "panel-beaters." The description of the spraying-through-gauzy-cheesecloth technique could have used some better editing: in "a mottled effect is effected" substitution of "achieved" might have been an improvement, but perhaps they thought something "that does not look bad" not worthy of being called an achievement. Someday perhaps I'll try it myself. If your garnish moldings look bad, you can now amaze your friends, who will say: "Gee, that does not look bad."

1937 PAINT COLORS

In Vol. VII, No. 9 we discussed information shown on Acme, Murphy, and Sherwin-Williams 1937 paint charts. From these charts, it appears that Hampton Grey (510), Windsor Grey (506) and Ottawa Blue (507) were "early" 1937 colors, and that Hampton Grey (512) was a "late" 1937 color. The Acme chart also indicates that "Canary Yellow" (Acme 22-5503) was a 1937 "Special Color," but no other chart shows this. Recently, the Club acquired a 1937 DuPont paint chart. DuPont was the "original equipment" paint used on G.M. cars — indeed, there was a corporate connection between them at that time. The DuPont chart is thus perhaps more authoritative than the others. This chart is dated November 15, 1937, and shows all the colors through the second Hampton Grey (512). With it came a "Supplement" dated March 1, 1937 listing first Hampton Grey (510) and Balmoral Green (511) as "additional" colors — additional, presumably, to the original chart issued October 1, 1936 (which we do not have). It thus seems that these two were not among the initial '37 colors — that is, those applied to cars made October '36 through the early weeks of 1937, and that second Hampton Grey (512) must have replaced first Hampton Grey quite late in the model year — at any rate, after March 1937. The practical significance of all of this for us today is probably not very great, but if nothing else it does serve as another illustration of changes made during a model year. The formulas also show that second Hampton Grey (512) was noticeably darker than first Hampton Grey (510).

One aspect of both the November 1937 '37 DuPont chart and the March 1937 "Supplement" is curious. Both show a "Body Stripe" color of 289-50852 Red and 289-6596 Medium Cream for first Hampton Grey (510) and Balmoral Green (511), respectively, and no wheel stripe colors for these. For second Hampton Grey (512), neither a body stripe nor a wheel stripe color is shown. This is the only indication I have ever seen that any '37 Buicks had body striping, or that any did not have wheel stripes. I am inclined

to put this down to an error in the chart, but such an error, repeated twice, by the original equipment paint supplier seems at least somewhat unlikely. did any '37's originally have body stripes? Can any member shed light on this?

1937 REAR SHOCK LINKS

Several months ago (Vol. VII, No. 6), we printed an article by John Huffman (#623) concerning rear shock links for 1937 80 and 90 series cars. These links have a longer shaft than those for 40 and 60 series cars, but are otherwise the same. The difference in length is approximately one inch. John's article explained how he cut off a portion of the shaft from each of his original 80 series links, and then welded that to a reproduction 40-60 series link from which a portion of the shaft had been similarly cut off, in order to make a good new link with correct shaft length. The reproduction links are sold by Dick and Skip Boyer.

Recently Dick Boyer discovered that reproduction links for 1940 40-70 series cars are very close in size to the '37 80 and 90 series links, although links for the two years had different part numbers originally. I purchased a pair of the repro 1940 links from Dick at the Carlisle meet, and compared them with the originals on my 1937 Roadmaster. There appears to me to be no reason why the 1940-style links would not work. Thus there is no need to go to all the trouble of cutting and welding. The reproduction links are \$21.00 per pair, plus 10% for shipping. (A reasonable price indeed, if you ask me.) Write or phone:

Dick and Skip Boyer
230 De Guy Avenue
Hanover, PA 17331
717/637-9514 or 632-0670

The Boyers also sell reproduction plastic parts for 1937 and 1938, large engine exhaust manifold center sections, and a number of other items. They are fine people and a pleasure to deal with. As with other suppliers mentioned in these pages, please mention the Club and The Torque Tube when you contact them.

FIREWALL ID PLATES

Several members have asked recently whether anyone makes reproductions of the firewall identification plates. Apparently, these are sometimes found either damaged or missing altogether. So far as I know, the answer is "no." A reproduction would probably not be too difficult technically, assuming purchasers would be satisfied with a standard array of numbers that would not strictly match their cars. (Few people, or none, would ever notice.) There would, however, be at least one other problem: permission from Buick would need to be obtained. The Club will try to obtain such permission if any member can come up with a viable method of making the plates. Do I have a volunteer?

DISCONNECTED AT BOTH ENDS AND STILL HOT!

BY PAUL CLARK (#774)

This is a story about a successful solution to a mysterious wiring problem that may be helpful to others.

The subject has to do with the two wires going to and from the stop light switch located in the hydraulic brake circuit for my 1937 Buick, Series 41 Four Door Sedan. The switch is specifically located through a hole in the frame and is screwed into a hex shaped brass manifold.

To get the stop lights working again, I figured all I had to do was replace the switch and replace the corroded terminals on the two disconnected wires that go to the switch. But I also made a second observation. When the tail lights were on, they were quite bright. After removing the tail light lenses, I discovered that the stop light filament in the bulbs was lighting up and not the smaller tail light filament when the light switch was turned on. Furthermore, one of the two wires in each tail/stop light housing had been disconnected and taped! Most puzzling.

Why? I called my cousin, the previous owner, to see if she had made any wiring changes for some reason. The answer was negative but she knew she did not have any stop lights. Which means, that for whatever reason, these changes were made prior to her purchase of the car in 1962! I reconnected the wires to the proper terminals within the tail/stop light housings.

In reviewing the wiring diagram, I discovered a connector under the dash below the left front pillar post and disconnected it. With the light switch off and the ignition switch off and the wires disconnected at the stop light switch, no voltage should exist at the connector, right? Well, my tester indicated that the lead connected to the wire going to the stop light switch was hot! This did not make sense because the other end of the wire was also disconnected and it also tested hot along with the second wire. I expected one wire to be hot to provide a power source to the stop light switch but not both wires. Now, both wires are in the same cable. This could mean only one thing -- an internal short between the two wires. When this could not be found prior to 1962, someone apparently responded to a symptom and not the cause. They changed the tail light wiring around and gave up stop lights to have bright tail lights utilizing the stop light filament. One other step was also done. The wires were disconnected at the stop light switch.

The explanation for this still escaped me. I began to trace the cable leading from the stop light switch and discovered that it went over the frame and under the body, around the body bolt and rubber pad, back into view and continued up the front side of the cowl where it blended with the main wiring harness. At this point, I suspected a production assembly error back in September of 1936! The cable was pinched together with sufficient force to eventually, with time, cause the short. This caused the stop lights to be on all the time.

I attempted to relocate the cable by removing the body bolt and using pry bars to open the space between the frame and the body. Several hours of efforts was to no avail.

What I did next will, no doubt, cause many a reader to shutter -- I cut the cable just above and just below the frame. I salvaged the available cable sleeve and slid it over two new wires installed between the good end of the feed cable and the stop light switch. Of course, I carefully routed the new "old looking" cable along an appropriate path on the inside of the frame. My Buick now has proper tail lights and proper brake lights and as a first time restorer, I have a great feeling of accomplishment.



SIX-BLADE FANS

Some time ago — Vol. VI, No. 9 to be exact — we suggested use of a six-blade fan to help with overheating problems. According to Harry Logan (#651), however, we misidentified the fan to use. The correct fan is Flexolite No. 1080 (not 1068). These can be found at "hot-rod" or "speed equipment" shops. If you try to install a fan without removing the radiator, you'll find that it's not easy. Here's a tip. After removing the old fan, which is not the hard part, make a "stud" by cutting the head off a bolt equivalent in size to the bolts that hold the fan to the hub. Screw this stud loosely into the top hole in the hub, then hang the new fan on the stud. After you have placed the other bolts, unscrew the stud and replace it with a bolt. This solves the problem of needing a third hand to hold the fan in place.

CLOCK REPAIR

BY HARRY LOGAN (#651)

If you like to look at your glovebox clock and see the correct time, then I recommend you have it converted to quartz. Instrument Service, Inc. 433 South Arch Street, Janesville, Wisconsin 53545, 1-800-556-2674 converted mine last February for \$98.50. It now keeps accurate time, but looks original. Previously, I had the clock repaired, but it stopped working about a year later, so quartz is the way to go. The only disadvantage is that the #55 clock light bulb will not fit, so a smaller bulb has to be used, hence the light is dim and the clock hard to read at night.

TRUNK LINING MATERIAL — CAN YOU HELP?

Dear Bill:

I am somewhat late with my renewal for a reason. I have been waiting for information which should be of interest to the club membership. I manufacture commercial silk screens. Last spring I was asked to prepare screens to print 1939, 1940 and 1941 Buick trunk material. At my suggestion 1937/38 material was added. This is the material which Bob's Automobilia was offering. Bob has since decided not to offer any upholstery material in future catalogues. My customer intends to find another outlet for his material but has encountered one problem: none of the burlap which he can find is quite right. I offered to ask Club members for any information they might have concerning preferred materials and sources for that material (not corner stores, but large volume/manufacturer sources). Please note the material consists of two parts, a burlap to be printed and a backing which may be part of the original material or glued to it later. Anyone who has suggestions or sources can contact me as shown below. Any assistance will be greatly appreciated.

Thank You

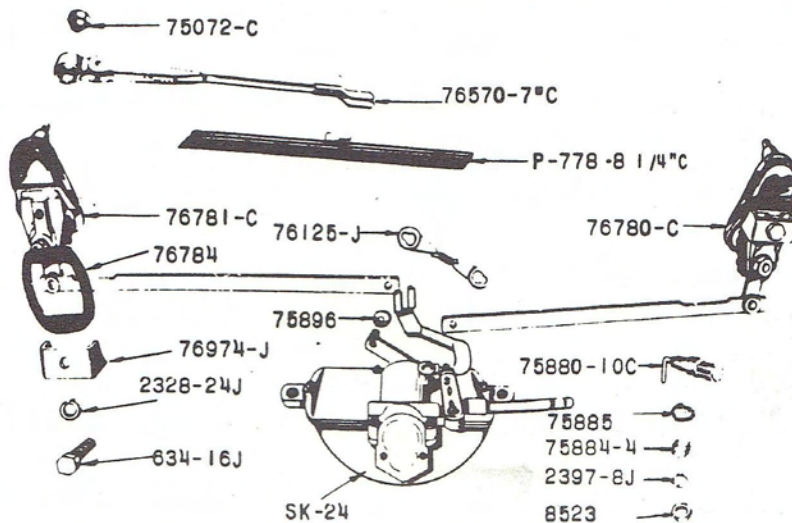
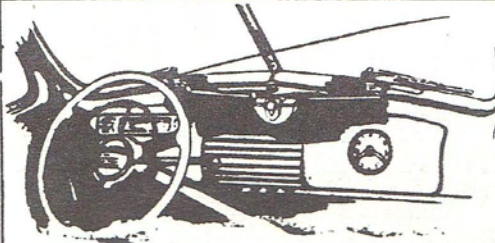
Emmett Lyman (Member 551)
Town Street
East Haddam, CT 06423
Phone 1-203-873-9715 nights
or 1-413-736-6399 days

ENGINE REBUILDING

I regret to say that Paul Culp is still struggling with his next Engine Rebuilding article. It appears that the struggle has multiple causes: The subject, cooling systems, provides an unusual level of frustration: last I saw Paul, he was still experimenting with attempts to make his own car stop running hot, and thus diffident about discoursing on a problem he couldn't solve himself. (Any professor will tell you, Paul, that's not a good enough reason.) Beyond that, he had to go to the Club Meet, and to Fall Carlisle, and to Hershey, which may be legitimate force majeure. Your Editor is continuing to threaten and cajole him, and hopes next issue will have the article. Meanwhile, in lieu thereof, we present the bit of unusual Culp-iana shown below, plus five pages of windshield wiper information, first printed some four years ago.



Paul Culp's uncle, Daniel R. Kelly at Camp Pickett, Virginia circa 1949. In the background, the '37 Century two-door sedan then -- and now -- owned by Paul's father.

TRICO**EQUIPMENT AND SERVICE
SPECIFICATIONS****Buick****YEAR** 1937**MODEL**CLOSED and CONVERTIBLE
40-60**PAGE NO.** BU-10**DATE** 7/44**SERVICE INFORMATION****INSTALLATION TYPE - 2A**

Estimated Time for Removal & Installation

Motor	1/2 hour
Motor and Linkage	1 hour

Use bellcrank BC-6 with SK-704-1 as a replacement motor on these models.

Vacuum Source - 60 - pump

ACCESSORY EQUIPMENT

Windshield Washer
Car Fan
Vacuum Pump - (40)
Manifold Adaptor
Reservac (40)

AW-12-1
VF-1 or VF-2
VAP-13
MA-3
Sp. 599-15A

PART NAME	PART NUMBER	CAR BUILDERS PART NO.	SERVICE PART NUMBER
BLADE	P-778-8 1/4°C	1206465	U-778-8 1/4"L
DRIVER (LEFT SIDE) ARM	76570-7°C	1300296	AL-50
PASS. (RIGHT SIDE)	"	"	"
DRIVER (LEFT SIDE) MOTOR	SK-24	4082952	SK-704-1 with BC-6
PASS. (RIGHT SIDE)			
HOSE	848		
DRIVER (LEFT SIDE) LINKAGE	76781-C	4074296	
PASS. (RIGHT SIDE)	76780-C	4074295	
CONTROL	75880-10C	4074290	

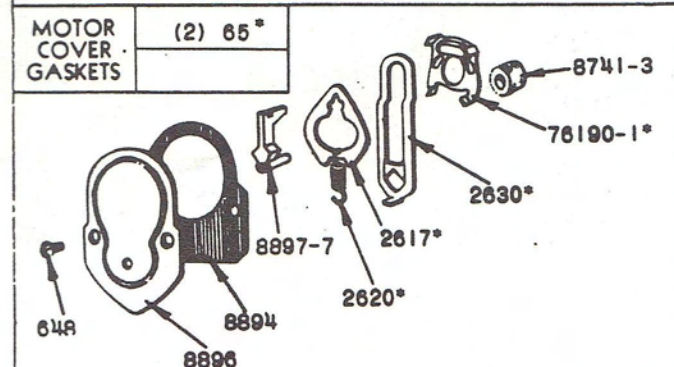
REPAIR PARTS

AVAILABLE THRU AUTHORIZED SERVICE DISTRIBUTORS

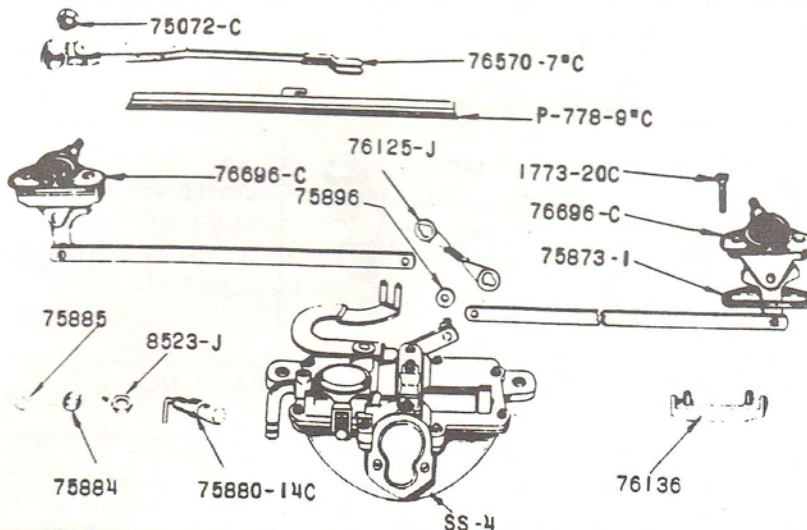
MOTOR REPAIR KIT	MOTOR KICKER	MOTOR SHAFT	LINKAGE REPAIR KIT
Sp. 1075	8897-7	76235-J	Sp. 1083

MOTOR VALVE PARTS

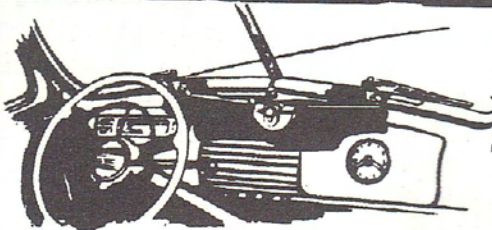
AVAILABLE THRU AUTHORIZED SERVICE DISTRIBUTORS



* PACKED IN REPAIR KIT WITH PADDLE ASSEMBLY

TRICO**EQUIPMENT AND SERVICE
SPECIFICATIONS****Buick**YEAR **1937**

MODEL

CLOSED and CONVERTIBLE
80-90PAGE NO. **BU-11**DATE **7/44****SERVICE INFORMATION****INSTALLATION TYPE - 2A**

Estimated Time for Removal & Installation

Motor 1/2 hour
Motor and Linkage 1 hour

Vacuum Source - pump

PART NAME	PART NUMBER	CAR BUILDERS PART NO.	SERVICE PART NUMBER
BLADE	P-778-9°C	1292963	U-778-9"L
DRIVER (LEFT SIDE) ARM	76570-7°C	1300296	AL-50
PASS. (RIGHT SIDE)	"	"	"
DRIVER (LEFT SIDE) MOTOR	SS-4	4074289	
PASS. (RIGHT SIDE)			
HOSE	848		
DRIVER (LEFT SIDE) LINKAGE	76696-C	4074293	
PASS. (RIGHT SIDE)	"	"	
CONTROL	75880-14C	4074291	

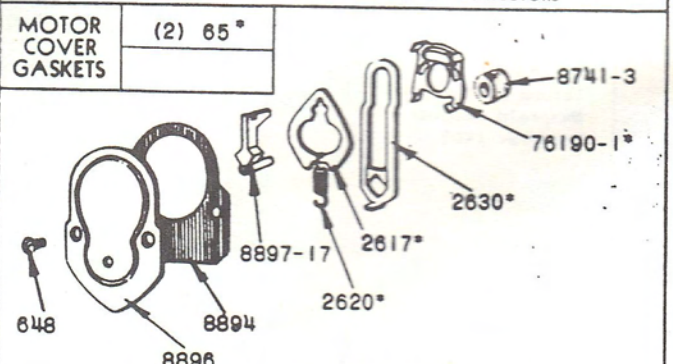
REPAIR PARTS

AVAILABLE THRU AUTHORIZED SERVICE DISTRIBUTORS

MOTOR REPAIR KIT	MOTOR KICKER	MOTOR SHAFT	LINKAGE REPAIR KIT
Sp. 1082	8897-17	76195-J	

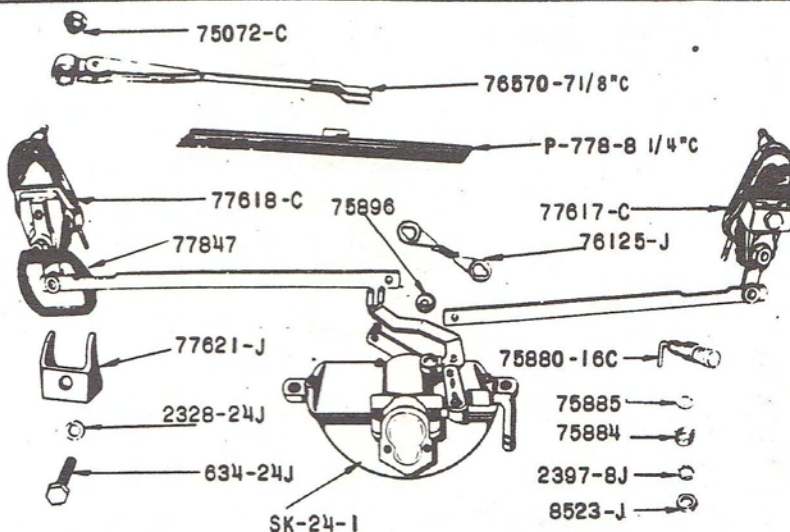
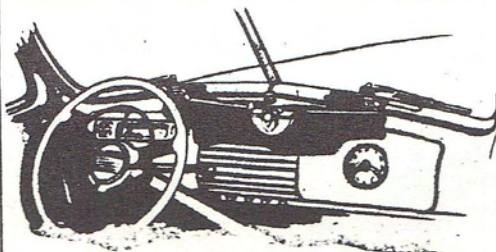
MOTOR VALVE PARTS

AVAILABLE THRU AUTHORIZED SERVICE DISTRIBUTORS



* PACKED IN REPAIR KIT WITH PADDLE ASSEMBLY

ACCESSORY EQUIPMENTWindshield Washer
Car Fan
Manifold AdaptorAW-12-1
VF-1 or VF-2
MA-4

TRICO**EQUIPMENT AND SERVICE
SPECIFICATIONS****Buick****YEAR** 1938**MODEL**CLOSED and CONVERTIBLE
40**PAGE NO.** BU-12**DATE** 7/44**SERVICE INFORMATION****INSTALLATION TYPE - 2A**

Estimated Time for Removal & Installation
 Motor 1/2 hour
 Motor and Linkage 1 hour

Use bellcrank BC-22 with SK-704-1 as a replacement on this model.

Vacuum Source - pump

† Linkage housings piped for windshield washer.

ACCESSORY EQUIPMENT

Windshield Washer
 Car Fan
 Manifold Adaptor

AW-12-1
 VF-1 or VF-2
 MA-3

PART NAME	PART NUMBER	CAR BUILDERS PART NO.	SERVICE PART NUMBER
BLADE	P-778-8 1/4" C	1286465	U-778-8 1/4" L
DRIVER (LEFT SIDE) ARM	76570-7 1/8" C	1300296	AL-60
PASS. (RIGHT SIDE)	"	"	"
DRIVER (LEFT SIDE) MOTOR	SK-24-1	4082952	SK-704-1 with BC-22
PASS. (RIGHT SIDE)	"	"	"
HOSE	848		
DRIVER (LEFT SIDE) LINKAGE	77618-C †	4082365	
PASS. (RIGHT SIDE)	77617-C †	4083644	
CONTROL	75880-16C	4082362	

REPAIR PARTS

AVAILABLE THRU AUTHORIZED SERVICE DISTRIBUTORS

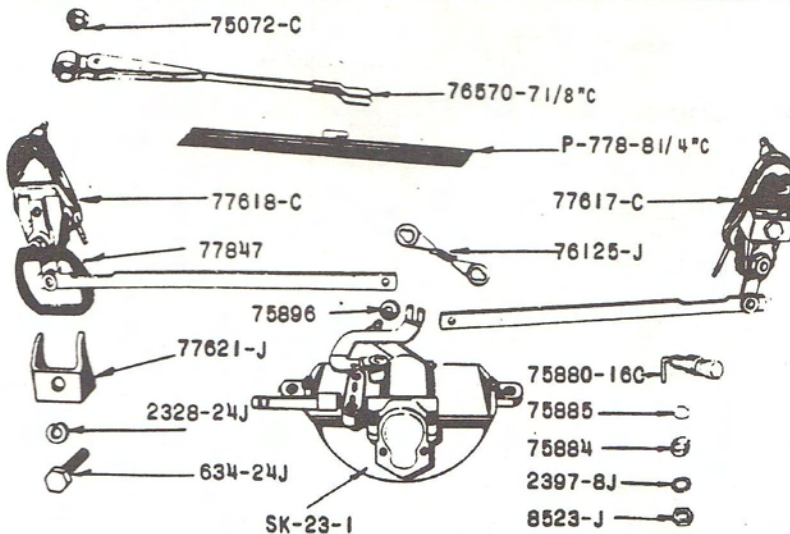
MOTOR REPAIR KIT	MOTOR KICKER	MOTOR SHAFT	LINKAGE REPAIR KIT
Sp. 1075	8897-17	76235-J	Sp. 1083

MOTOR VALVE PARTS

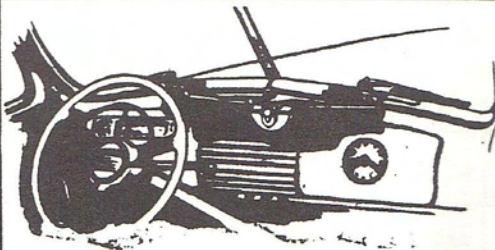
AVAILABLE THRU AUTHORIZED SERVICE DISTRIBUTORS

MOTOR COVER GASKETS	(2) 65 *

* PACKED IN REPAIR KIT WITH PADDLE ASSEMBLY

TRICO**EQUIPMENT AND SERVICE SPECIFICATIONS****Buick**YEAR **1938**

MODEL

CLOSED and CONVERTIBLE
80PAGE NO. **BU-13**DATE **7/44****SERVICE INFORMATION****INSTALLATION TYPE - 2A**

Estimated Time for Removal & Installation

Motor 1/2 hour
Motor and Linkage 1 hour

Use bellcrank BC-21 with SK-704 as a replacement motor on this model.

† Linkage housings piped for windshield washer.

ACCESSORY EQUIPMENT

Windshield Washer
Car Fan
Vacuum Pump
Manifold Adaptor
Reservac

AW-12-1
VF-1 or VF-2
VAP-13
MA-4
Sp. 599-15A

PART NAME	PART NUMBER	CAR BUILDERS PART NO.	SERVICE PART NUMBER
BLADE	P-778-8 1/4" C	1286465	U-778-8 1/4" L
DRIVER (LEFT SIDE) ARM	76570-7 1/8" C	1300296	AL-50
PASS. (RIGHT SIDE)	"	"	"
DRIVER (LEFT SIDE) MOTOR	SK-23-1	4082953	SK-704 with BC-21
PASS. (RIGHT SIDE)			
HOSE	848		
DRIVER (LEFT SIDE) LINKAGE	77618-C †	4082365	
PASS. (RIGHT SIDE)	77617-C †	4082364	
CONTROL	75880-16C	4082362	

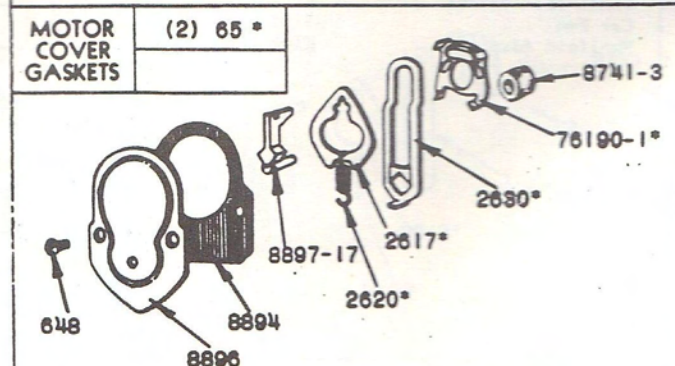
REPAIR PARTS

AVAILABLE THRU AUTHORIZED SERVICE DISTRIBUTORS

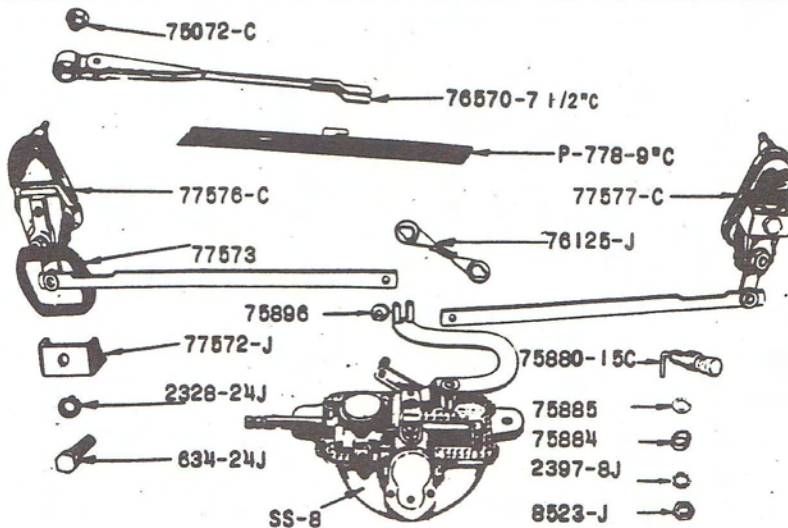
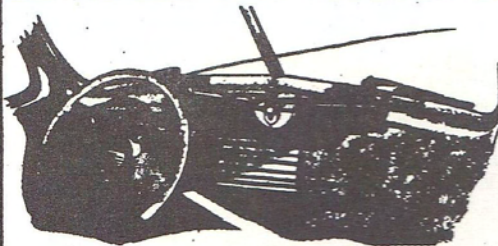
MOTOR REPAIR KIT	MOTOR KICKER	MOTOR SHAFT	LINKAGE REPAIR KIT
Sp. 1075	8897-17	76235-J	Sp. 1083

MOTOR VALVE PARTS

AVAILABLE THRU AUTHORIZED SERVICE DISTRIBUTORS



* PACKED IN REPAIR KIT WITH PADDLE ASSEMBLY

TRICO**EQUIPMENT AND SERVICE
SPECIFICATIONS****Buick****YEAR** 1938**MODEL**CLOSED and CONVERTIBLE
80-90**PAGE NO.** BU-14**DATE** 7/44**SERVICE INFORMATION****INSTALLATION TYPE - 2A****Estimated Time for Removal & Installation**Motor 1/2 hour
Motor and Linkage 1 hour**ACCESSORY EQUIPMENT**Windshield Washer
Car Fan
Vacuum Pump
Manifold Adaptor
ReservacAW-12-1
VF-1 or VF-2
VAP-13
MA-4
Sp. 599-15A

PART NAME	PART NUMBER	CAR BUILDERS PART NO.	SERVICE PART NUMBER
BLADE	P-778-9"C	1292963	U-778-9"L
DRIVER (LEFT SIDE) ARM PASS. (RIGHT SIDE)	76570-7 1/2"C "	1304145 "	AL-50 "
DRIVER (LEFT SIDE) MOTOR PASS. (RIGHT SIDE)	SS-8	4082361	
HOSE	848		
DRIVER (LEFT SIDE) LINKAGE PASS. (RIGHT SIDE)	77576-C 77577-C	4082367 4082368	
CONTROL	75880-15C	4082363	

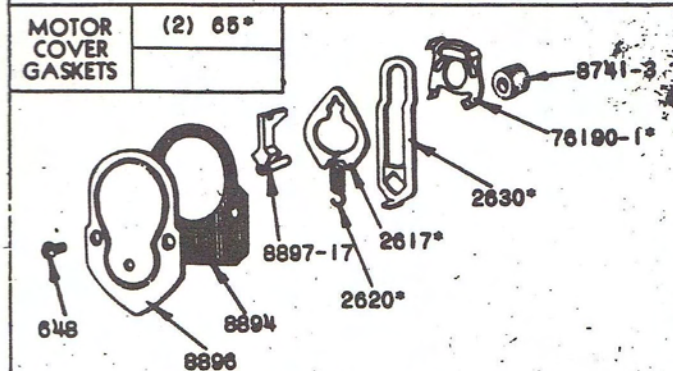
REPAIR PARTS

AVAILABLE THRU AUTHORIZED SERVICE DISTRIBUTORS

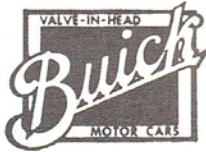
MOTOR REPAIR KIT	MOTOR KICKER	MOTOR SHAFT	LINKAGE REPAIR KIT
Sp. 1082	8897-17	76195-2J	Sp. 1083

MOTOR VALVE PARTS

AVAILABLE THRU AUTHORIZED SERVICE DISTRIBUTORS



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PARTS EXCHANGE



PARTS FOR SALE

Original plywood panels from '37 convertible coupe. These have been replaced by new panels. Originals could be used for pattern. If no one wants them, I will throw away. KARL ANDERSON (#47). Route 3, Box 6195, Berryville, VA 22611. 703/955-1026 home; 703/955-3765 ofc.

All 1938 Buick Parts:

Instrument & map light switch.....\$10 ea
Brake & clutch pedal assy, NOS.(60)30
Wheel cylinders, rear (60)..... 20 pr
Wheel cylinders, front (60)..... 30 pr
Master cylinder, NOS (60)..... 50
Hood (60)..... 45
Brake hose, master cyl.to frame(60)25
Tail lights, complete set..... 85 set
Front wing vents, 40-60 metal VG.. 45 set
Clock..... 25
Opera seats for a coupe..... OFFER

DAVID BYLSMA (#117)

7747 Siden Drive

Hanover, MD 21076

301/551-7236

Call between 5:30-9:30 PM,
EDT or any time Sat. & Sun

ALL PRICES PLUS SHIPPING

1937 Buick Parts:

Opera seats for a coupe..... OFFER
40-series carburetor, NOS..... 150

'37 40-series trunk-back sedan window garnish moldings (a few may be missing); if you want to do your own woodgraining, use these for practice, \$10 lot; '37 40-series wiper motor, needs rebuild, \$20; '37 40-series rods (8), good used, \$30 set; '37 40-series front, rear shocks, front end parts, other odd shit, some used, some new, call or write your needs. Call or write even if you don't need it for chatter and free advice--worth all you pay! BILL OLSON (#427). 842 MISSION HILLS LANE, COLUMBUS, OH 43235. 614/436-7579.

BUICK TORQUE BALL SEAL KITS, include shim gaskets, cork packing, instruction sheet and a tube of silicone. Will fit 1937-38 all series. \$29.95 postpaid. (NJ residents, add 6% sales tax.) Send check or money order with name and address; year and series of car. Please allow 2-3 weeks for-delivery.

JECC, Inc. (Jerry Pasquariello #643)

P.O. Box 616

West Paterson, NJ 07424

201/890-9682

BUICK STANDARD TRANSMISSION GASKET KIT. All gaskets and seals needed when rebuilding or resealing your transmission. Will fit 1937-1938 all series. \$12.95 postpaid (N.J. residents add 6% sales tax.) Send check or money order with name and address; year and series of car.

JECC, INC. (Jerry Pasquariello, #643)
P. O. Box 616
West Patterson, NJ 07424
201-890-9682

The following parts are for '37 40-60:

Rear bumper.....	\$ 40
60 ser..steering column & assy.	50
Set, 60 ser. S/M fenders with wheel well hardware.....	500
Plain back trunk lid.....	50
Coupe left door window molding.	25
16" 40-ser. wheel.....	40
2 hubcaps, fair.....	10 ea
Plain back trunk light assy., with lens.....	50

The following parts are for '37-'38
40-60 series:

NOS coil.....	\$ 20
Complete set, phaeton top bows with all stainless moldings & attachments.....	1000
Set, sidemount covers.....	300
Also many misc. engine parts: gaskets, rods, pistons, etc.	

The following parts are for '38 40-60:

Plugs for radio holes in dash..	\$ 20
Bumpers.....	40 ea
Rear fenders.....	50 ea
60 ser. S/M fenders with all frame & wheel well hardware, plates, locks, covers, etc. Ready for paint. Very nice.	2000
Hubcaps.....	15-30 ea
Misc. body moldings.....	10-20 ea
Ash trays.....	7.50 ea
Tail light assy., no lens.....	10
60 ser. air cleaner.....	50
40 ser. oil bath air cleaner...	75
Also 40-60 ser. sheet metal & misc. other parts.	

All prices plus shipping.

H. LEE HOPKINS (#13)
1367 French Ave.
Gridley, CA 95948-9522
916/846-5854



PARTS WANTED



WANTED: Carter WCD 609S, 664S carb in rebuildable condition ('46-'49 large engine); '37 80, 90 series steering column & gearbox or any gearbox internal parts; brackets for GM Super-Ray auxilliary lamps (to mount lamps on front bumper brackets); GE 1007 or similar 32 or 40 CP bulbs (like '37-'38 headlight bulbs but single contact). BILL OLSON (#427). 842 Mission Hills Lane, Columbus, OH 43235. 614/687-3041 ofc.; 614/436-7579 home

WANTED: '37 80, 90 series windshield wiper transmissions. JOHN HUFFMAN (#623). P.O. Box 614, Clemson, SC 29633. 803/287-4552 home; 803/656-3133 ofc.

WANTED: '37 40-series brake cables & hardware for both sides. STEVE KING (#776). 629 W.Main St., Greenwood, IN 46142. 317/881-8303.

WANTED: For '38 Special coupe: right front & rear fenders; right & left doors; both running boards & brackets. TIM WILSON (#672). RR#2, Keswick, Ontario L4P 3E9 Canada. 416/476-5707.

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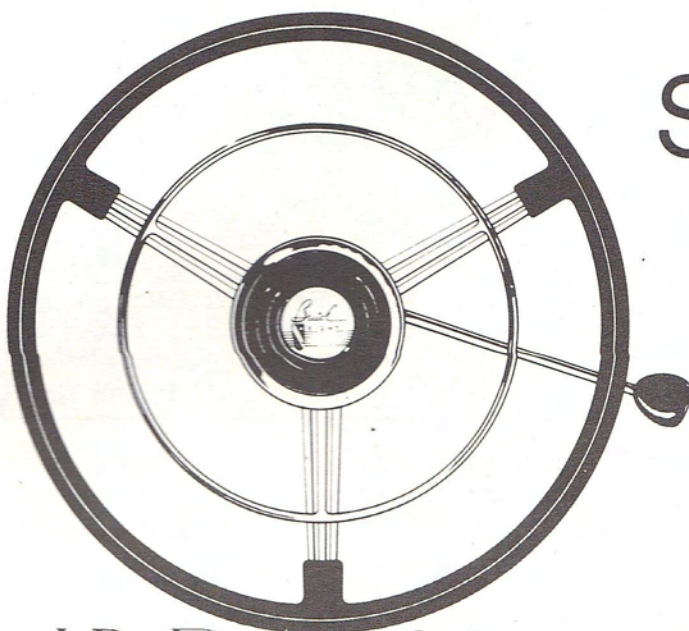


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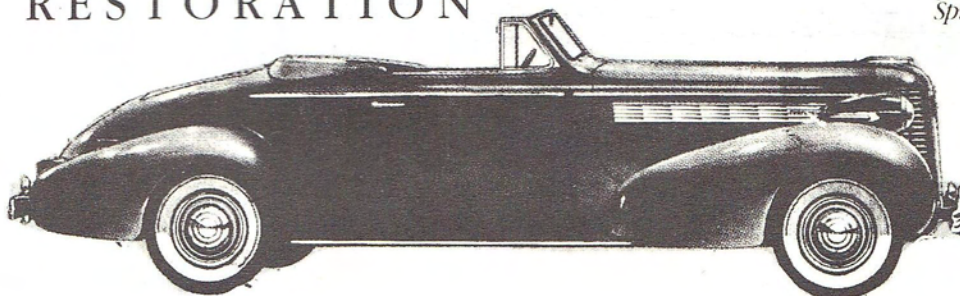
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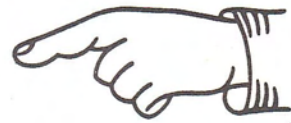
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CARS FOR SALE



CAR FOR SALE: 1937 Special 4-door, model 47. 60,000 one-owner miles. All original equipment. Runs and drives excellent. Current title and license. Not perfect but awfully nice. \$4850. Larry Kiefer. RR # 2, Waverly, Iowa 50677. Call 319/987-2814, after 5 PM, CST. No collect calls, please. (EDITOR'S NOTE: I have a photo of the car, but it was too late for this issue. It does look nice.)

CAR FOR SALE: 1938 model 91- Limited 6-passenger sedan. Complete engine rebuild; new radiator; most chrome is done; new rubber; lacking only rear seat ashtrays for restoration. Body is currently off the frame; many spare parts; most body work done; mostly new glass, channels, etc. Very good shape; same owner since 1965. Best offer over \$6000. Glenn L. Seymour. 8 Cedar St., Potsdam, NY 13676. 315/265-6985



NEW MEMBERS



Edward Goetze (#778)
70 East Euclid
Valley Stream, NY 11580
LY 9-7588
'37 41

Greg Bogus (#779)
21481 NE 20th Ct.
Redmond, WA 98053
206/868-4048
'38 41

John H. Knight (#780)
217 N. Amphlett Blvd.
San Mateo, CA 94401
415/342-9194
'38 41

John J. Forster (#781)
415 Forest
Royal Oak, MI 48067
313/547-3104
'37 80

John A. Blaylock (#782)
1182C SE 286th
Kent, WA 98031
206/631-7874
'38 41

Pete DeVito (#783)
440 Clove Rd.
Staten Island, NY 10310
718/448-4912
'38 46 '38 46S

Douglas Santee (#784)
4433 Forest Hill Rd.
Stow, OH 44224
216/678-4492
'37 41

Jack Reynolds (#785)
1314 Tenth Ave.
Neptune, NJ 07753
201/774-1669
'37 61

Wayne L. Chan (#140)
341 Yerba Buena Ave..
Los Altos, CA 94022
415/948-2479
'37 48

Mats Ahrin (#786)
Runebergsgatan 46D
S-61137 Nyköping
SWEDEN
'37 80C

Wayne A. Koetter (#787)
101 Royal View Dr.
Rochester, NY 14617
716/787-1115
'38 41

Vern Soeldner (#788)
Rt.2- Box 151
Colfax, WI 54730
715/962-4255
'38 41

Paul Dow (#789)
7232 S. Byron Rd.
Byron, NY 14422
716/548-7742
'37 90

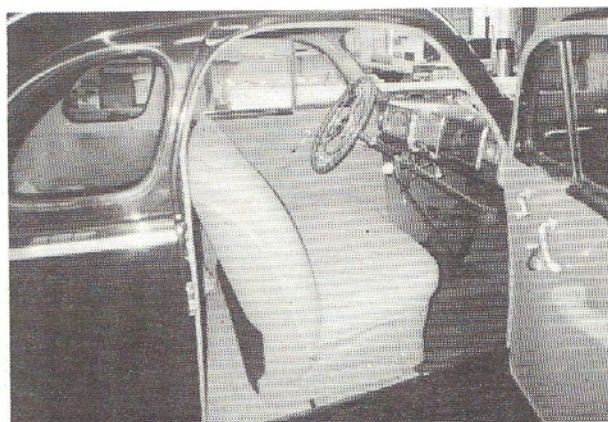
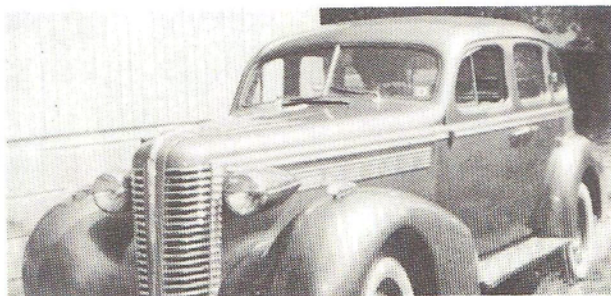
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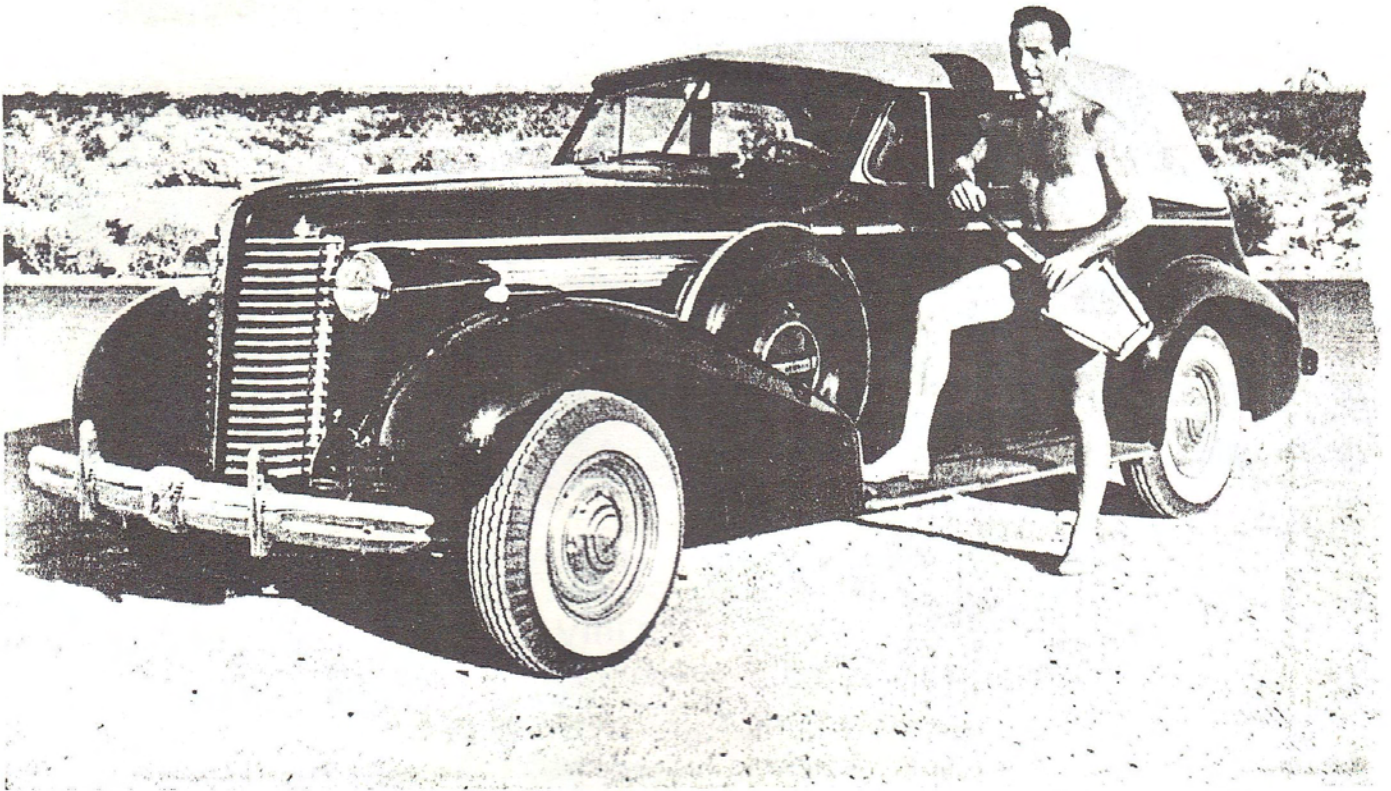
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Exit Lines



This picture (a bit fuzzy because it's a half-tone of a copy of a half-tone) was taken from a prominent Buick dealer's ad. The athletic-looking owner of the 1938 convertible sedan has been mentioned in this publication more than once. Three Attaboys/Girls/Persons to those correctly identifying him prior to sundown on November 31.



CARS FOR SALE



CAR FOR SALE: 1938 Century sedan, model 61. Dual sidemounts; black lacquer; wide whites; complete. \$8000 or best offer. Call after 6 PM weekdays, any time weekends. GARY VOLLGRAFF (#585). 37 Smith St., Ronkonkoma, NY 11779. 516/467-4226.

